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Patrick G. Burns
Greer , Burns & Crain, Ltd.
Suite 2500
300 South Wacker Drive
Chicago, IL 60606

EXAMINER	
FISCHER, JUSTIN R	

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Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Continuation of 3: Applicant has amended independent claim 1 to (a) require two apexes, (b) require a carcass layer, and (c) require "only" a reinforcement rubber layer be inserted between a bottom of the retention groove and the carcass layer. Each of these limitations was not present in the previously drafted claims and as such, the amended claims would require further search and consideration. It is further noted that it is unclear if the language "a carcass layer" is intended to define a tire having a single carcass ply- such a limitation was not required by the previously drafted claims and as such, would require further search and consideration.

Continuation of 11: As to the claim 4 (which appears to be same claim written in independent form), French (Column 1, Lines 53+) teaches that "particular internal surfaces of the tire which MAY be provided with recessed portions are, FOR EXAMPLE, the interior surfaces of the tire close to but radially outwardly of the rim flange contacting region of the tire and the interior surfaces of the tire close to but radially inwardly of the tread edge." Thus, a fair reading of French suggests the general inclusion of lubricant-filled recesses or grooves in the region where respective surfaces contact one another during an underinflated condition. One of ordinary skill in the art at the time of the invention would have found it obvious to include a runflat insert since such components are commonly included in lubricant-containing tires and provide improved runflat durability, which is directly analogous to the benefits detailed by French. In such an instance, the lubricant-filled recesses or grooves would be positioned in the region

where the tire contacts the upper portion of the runflat insert and such is consistent with the teachings of French as detailed above.

Regarding Hashimoto (claim 4), applicant argues that there is no disclosure or suggestion to provide a retention groove for a lubricant in a specific place. It is well recognized in the tire industry, however, that such lubricants can be positioned directly on the tire inner surface or contained within recesses, as shown for example by French. It is emphasized that the primary desire of Hashimoto is the presence of a lubricant- the specific placement of such a lubricant directly on the inner surface or within recessed portions of the tire inner surface does not interfere with the inventive concept and each technique is known in the tire industry. Also, as noted above, nothing in French suggests the exclusive use of retention grooves in tire constructions in which shoulder regions and bead regions contact during an underinflated condition (French simply teaches a known manner of providing lubricant to tire inner surface).

Lastly, regarding Kobayashi (claim 4), it is emphasized that nothing in French suggests the exclusive use of retention grooves in tire constructions in which shoulder regions and bead regions contact during an underinflated condition- French simply teaches a known manner of providing lubricant to tire inner surface and applicant has no provided a conclusive showing of unexpected results to establish a criticality for the claimed arrangement.

/Justin R Fischer/
Primary Examiner, Art Unit 1791
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